VOL. LIII. No. 17,172.

NEW-YORK, MONDAY, NOVEMBER 20, 1893.-TWELVE PAGES.

A DEATH-DEALING STORM.

MANY WRECKS OFF THE COASTS OF THE UNITED KINGDOM AND NORMANDY.

OVER 300 PERSONS DROWNED AT CALAIS

PROBABLY 200 MEET DEATH IN BRITISH WATERS -SEVERAL STEAMERS FOUNDER-THE NA-TIONAL LINER HELVETIA IN DISTRESS

-THE YORKSHIRE COAST STREWN WITH WRECKAGE - GREAT DAMAGE DONE ON THE

ORKNEYS. London, Nov. 19 .- The storm which swept the United Kingdom all yesterday is still raging Reports received from Havre and Calais this evening say that the storm along the Normandy coast is the worst one experienced in the last fifty years. More than 300 persons were drowned between noon yesterday and noon to-day at Calais, and in the immediate neighborhood. Fifty bodies have been recovered. Wrecks are reported from every point along the coast of Normandy. Innumerable small craft vanished last night from the

The Channel steamer Foam left Dover for Calais this morning before the companies decided to suspend the Channel service. She had the greatest difficulty in entering Calais harbor. Her officers counted twenty-nine wrecks, principally fishing boats, in the twelve-mile interval between Gravelines and Calais. They found the east pierhead at Calais and the lightuse in Calais harbor swept away. than 600 feet of the pier had been washed away in the night. Tremendous seas were still piling up on the waterfront. The harbor looked as if it had been shaken by an earthquake.

Throughout last night and to-day reports of shipwreck were received almost incessantly off the coast of Great Britain and Ireland. At 10 o'clock this evening 139 deaths in the storm had been reported. The losses of the fishing fleets doubtless will raise the number to 200

TWO STEAMERS FOUNDER WITH ALL ON BOARD. The British steamship Hampshire, 1,593 tons, went down this morning off Gurnard's Head, on the Cornish coast. All the crew took to the boats. One boat reached shore, but the other went down, and the twenty-three men which it carried were lost. One of the sailors who were saved said that the vessel sprang a leak after having been beaten about by the storm for five hours. She was on her way from Liverpool to

Chief Officer Swanston, of the Hampshire, told this story of the last part of the vessel's voy-"We ran before the gale for thirty hours. Then, as we saw the leak was gaining, we lowered two boats and put away from the ship. The captain commanded one and I commanded the other. The captain's boat was swamped and all hands went under. My boat began filling, and we had to jump overboard. I saw nothing more of the others. I was thrown ashore, bruised, half-stunned, and with three ribs broken. I managed, however, to climb the carrs and get help."

The British steamship Princess, 1,370 tons, plying between Sunderland and Bilbao, went to the bottom near Flamborough, Yorkshire, with

NATIONAL LINER HELVETIA IN DISTRESS. The teamship Killarney, which arrived at of distress about ten miles from Milford. The captain of the Helvetia asked that his vessel be taken in tow to that port, and several haw-They all snapped as soon as the Killarney steamed ahead. The Killarney stood by the Helyetia for five hours, and then, as the storm was increasing in fury, was obliged to leave.

The Helvetia's signals of distress were answered finally by the Government tug Storm Cock, which took her in tow and brought her to Milford Haven. There she now lies at anchor, with 500 steerage passengers aboard her.

The vessel reported to have been wrecked off Sand End. Banfishire, on Friday night, was probably the strumship Moray. She had a crew of fifteen, all of whom are supposed to have

The survivors of the American bark A. C. Bean, wreck'd off the coast of Donegal yesterday, are two seilors. Formoos and Halmstrom. The United States Consul in Belfast will care

The Norwegian schooner Arne sank off Filey. on the Yorkshire coast. Only one of the nine men aboari her was saved. A trawler went ashore near Reay, on the Caithness coast, and seven of the eight members of her crew were lost. A Scotch trawler capsized off Scarborough, Yorkshire, and the eight men aboard her

were lost. A Norwegian bark foundered off Malin Head, Donegal, Ireland, this afternon, and the crew of eight were lost. The steamer Mayo, which plies between Dublin and Liverpool, arrived at the latter port this afternoon. Forty head of cattle were killed and thrown overboard during the voyage. The steamer Upupa, from Newport, which was disabled off Kinsale yesterday, arrived at Queenstown to-day and proceeded to Cork.

In consequence of the storm the Cunard Line steamer Umbria had to wait two hours and forty minutes for her mails at Queenstown to-

A crowd gathered at the docks in Liverpool last night to await the steamship Lucania, but she did not arrive until this morning. The last passengers left her at 2 o'clock this afternoon. Several of them were disabled. The Lucania was towed into the Mersey, which is full of

The British steamship Sagamore, which sailed from Boston on November 7, is in the Mersey. She is badly battered. Her officers say that many of her cattle died or had to be killed during the storm.

STEAMERS DRIVEN ASHORE AND BROKEN UP. The Vulture and the Bessle, small steamers which took refuge yesterday afternoon in the harbor of St. Ives, off the Cornish coast, began dragging their anchors toward evening. Both signalled for help, but no assistance could be sent in such terrible weather. The vessels were driven ashore, and after two hours of perilous work the crews were rescued with lifelines by the coastguard and fishermen. The steamers went to pieces in the tremendous seas which rolled over them in the night, and this morning not a vestige of either hull could be

Signals of distress were seen flying this morning from a vessel on Goodwin Sands, off the Kentish coast. The fishermen on shore made repeated efforts to get lifeboats through the sea to her, but were driven back. Six vessels were ashore to-day near Holyhead, off the Welsh coast. Four of them were breaking up. Six other vessels were making signals of distress.

YORKSHIRE COAST STREWN WITH WRE KAGE. The Yorkshire coast is strewn with wreckage. Near Whithy three vessels went ashore in the

HUNDREDS OF LIVES LOST | night and are going to pieces. The crews were saved. The excursion steamers Tern and Swan, which were at anchor in Windermere Lake, Lancaster, when the storm began, were torn loose caster, when the storm began, were told lossed before daylight and both went to the bottom. Off Winterton, in Norfolk, a schooner foundered a little before noon, and five of the crew were drowned. Trawlers, fishing smacks and small craft of other sorts have been reported by the score as missing from every important point on the coars.

the coast.

The people of the Orkney Islands, off the north coast of Scotland, have suffered terribly. Many houses were unroofed yesterday, walls and barns were levelled, and haystacks were lifted from the fields and blown out to sea. The packet Osprey was torn from her moorings and carried out to sea. She has not been seen since. The whole plantation of Dunbeath Castle, in Caithness, the most northerly county of Scotland, was swept clean to the ground. At several points on the coast the thermometer has fallen rapidly, and the high winds have piled up enormous snowdrifts. Two soldiers were found to-day frozen to death in a drift near Portsmouth.

A forty-ton crane, used in completing the har-

hear Fortsmouth.

A forty-ton crane, used in completing the harbor at Tynemouth, was blown down last night, and the harbor works were damaged to the extent of 110,000.

A discountribute of the complete of t

A dispatch from Havre says that the monu-ment in Dunkirk, erected to commemorate the victory at Hondschoote in 1793, was blown over last night.

LOST IN CAYUGA LAKE.

AN INSTRUCTOR AND A STUDENT AT COR-NELL PROBABLY DROWNED.

waters along the coast. Vessels were dragged DR. L. P. MERRIAM AND MISS MARY L. YEARGIN from their moorings and ank with all on MISSING-THE BOAT IN WHICH THEY

HAD GONE ROWING FOUND. INY TELEGRAPH TO THE TRIBUNE. Ithaca, N. Y., Nov. 19 .- It is feared that Dr

Lucius P. Merriam, instructor in political econ omy in Cornell University, and Miss Mary L. of the junior class, have drowned in Cayuga Lake. They went out in a rowboat yesterday afternoon, and have not been heard from since. The boat was found this morning. It was empty, and there were indications of its having been capsized.

The weather was cold and a strong wind was blowing on the lake yesterday afternoon. The boat owner told Dr. Merriam to keep along the west shore of the lake, as it would be dangerous elsewhere. This Merriam did, and it evidently cost him and his companion their lives. A hunter saw them as they left the mouth of the inlet which runs into the lake. The waves ere high at that time.

The boat when found was half full of water The boat when found was half full of water. The supposition is that its two occupants tried to change seats, that the young woman fell overboard and that Dr. Merriam tried to rescue her. The chair seat, which is usually in the back of the rowboat, was gone. The searching party was headed by Dr. Hitchcock, of the university. President Schurman or dered that no expense be spared. Accordingly a steamer was chartered, with the result already given. Late this afternoon a hunter brought to the city an overcoat which had the mark of a Baltimore firm on it. It was identified as Merriam's. Efforts will be made to-morrow to recover the bodies by the use of cannon.

Merriam's. Efforts will be made to-morrow to recover the bodies by the use of cannon.

Dr. Merriam took the degree of Ph. D. at Johns Hopkins University last June. His home was at Chattanooga, Tenn. Miss Yeargin was one of the most prominent young women in Sage College. Her home was in Laurens, S. C.

THREE RUNAWAYS IN BROOKLYN.

ARRIAGES UPSET IN THE PARK, A JUNERAL PROCESSION SCATTERED-A TROLLEY CAR

CHASES A ... GHTENA HORSE. William Bedeil, of No. 199 Devoe-st., Brooklyn. had one of his legs broken in a carriage collis in Prospect Park yesterday afternoon. Mr. Hedeli was driving on the East Drive when his horse became unmanageable, and ran into the rear of a carriage driven by Louis Kleinfelder, of No. 647 Washington-ave. Mrs. Kleinfelder and her daughter were in the carriage, which, together with e-day, reports that she found the Na- Bedell's, upset. All were thrown to the ground. severe scalp wound. The women were also bruised and badly frightened.

Bedell's horse, with a frightful gash in its chest dashed along the drive until a mounted policeman captured it. Mr. Kleinfelder was bleeding prounable to rise, his leg having been broken. Ambu

pital.

While driving on the Eastern Parkway, in the afternoon, Charles Talington, of No. 31 Jackson-st., Brooklyn, was thrown from his biggy. His horse ran into a milestone and threw Talington out. He escaped serious injury.

ran into a milestone and threw Talington out. He escaped serious inlury.

There was excitement in Flatbush yesterday when a horse attached to a light supply wagon of the Brooklyn City Railroad Company suddenly took fright, broke the strap which held it to a post at the car station, and sped along Flatbushave. A funeral procession on its way to Holy Cross Cemetery scattered to avoid a collision. The mourners in the carriages were much alarmed and excited. A newsman named James McDonnell ran forward and mounted the wagon from the rear after the horse had ran nearly a mile, and stoness the runaway. A trolley car, with James Nolan at the brake, had been sent from the station in pursuit of the runaway, and it rushed along the avenue at the rate of nearly fifty miles an hour.

A CRANK IN ST. PATRICK'S CATHEDRAL.

HE DECLARES THAT ONLY EARROOMS, NOT CHURCHES SHOULD HAVE "PUSH"

A neatly dressed Irishman, who described himself as Joseph F. Gray, forty-three years old, born in the Island of St. Patrick, and living at No. 187 Atlantic-st., Brooklyn, was arraigned in the Yorkville Police Court yesterday, charged with disor-derly conduct at St. Patrick's Cathedral Saturday afternoon. When led up before Justice Burke he made the sign of the cross and said that he never thought he would see the day that an Irishman would be ejected from the Cathedral by a man in the garb of a priest, and arrested.

"I assured them that I was not a crank," he said, "and turned my pockets out to show them that I had no bombs, but they arrested me."

The complainant was Joseph Rutledge, a special officer employed at the Cathedral. He said that he

officer employed at the Cathedral. He said that he first say Gray on Friday afternoon in the vestibule of the church, and after he went away was told by four ladies that they had been struck in the neck by the prisoner. One of the women exhibited her neck, which was much swollen. On Saturday afternoon Gray entered the Cathedral and insuited two women who were worshipping there.

Gray listened in silence for a while to Rutledge's statement, but finally blurted out. "Your Honor. I want to make a speech, and don't want to be interrupted. What right has a church to have a sign Push' on the door. Such a sign answers for a liquor store. A person going to church don't require to see such a sign. They know how to enter and leave without that."

Justice Burke committed Gray to be examined as to his mental condition. He works in Adler's shoe store. Sixty-fourth-st, and Third-ave.

A REWARD FOR THE LENOX BURGLARS.

Lenox, Mass. Nov. 19 (Special).-The authorities or Lenox burletion of the Lenox burglars. The officers in Lenox and Pittsfield are said to be pressing hard upon the burglars, whom they have followed toward Albany. The four masked men who broke in the Rev. Mr. Grosvenor's house stole William Pitt Palmer's horse and buggy in Stock-bridge and drove through West Stockbridge toward ordige and drove through West Stockbridge toward Albany. The Rev. Mr. Grosvenor was able to officiate at Trinity Church to-day. His mother and sisters, who were greatly prostrated by having revolvers placed at their heads by the burglars have about recovered. The burglars took Mr. Grosvenor's new 840 overcoat. They were cool, and after ransacking the house, went to the kitchen and ate a good supper, and smoked cigars till about 3 o'clock in the morning, and then departed. It was the boldest burglary that has taken place in Lenox since the house of ex-Secretary Whitney was entered six years ago and several thousand dollars' worth of silver plate and other yaluables taken.

POKER-PLAYERS IN AN ARMORY ARRESTED. Lambertville, N. J., Nov. 19.-For some tim day Chief of Police Morse "raided" the place and succeeded in capturing six young men in the midst of a game of poker. No resistance was made and after pocketing the "pot," Officer Morse marched the young men off to the city lockup. plained of as the resort of noisy card players.

FRAUDULENT PASTEBOARD REPRESENT-ING \$300,000 HONORED.

THE BOGUS TICKETS WERE BOUGHT FROM A SCALPER-HOLDERS OF THEM HAD TO

PAY THEIR FARE OR WALK. Chicago, Nov. 19.-Counterfeit railway tickets the amount of \$300,000 have been honored in the last four weeks by the Baltimore and Ohio, Erie, Pittsburg and Western, Nickel Plate and other roads. There was absolutely nothing on the face of the tickets to indicate they were question by conductors, passed readily by the ticket counters, and entered as of legal issue by the various ticket auditors. The tickets are the most perfect counterfelts of any kind The first intimation of crookedness cropped out in the auditor's office of one of the swindled lines nearly three weeks ago. In checking the used tickets from the original record two tickets of the same form number were found. The auditor satisfied himself that both tickets were genuine, and sent a stinging note to his printer, scoring him severely for his carelessness. The printer appeared in person with an indignant denial of the charge, but when he saw the two tickets of the same number was compelled to acknowledge that the error was made in his office. The next day the ticket auditor discovered sixty-seven duplicated tickets in the collections. There seemed no possibility of the tickets being counterfeit. They were exact duplicates. The next day nearly 300 duplicated tickets were found in the collections, and a panic reigned in the auditing department. Each of the tickets read "From Chicago to New-York," and was worth \$18. The one day's collections showed the company had honored at least \$5,400 worth of tickets for which it had not received a cent of revenu Experts were immediately called in. At the end of three days, during which over 500 more

duplicated tickets piled up in the auditor's office, one of the experts declared the duplication perfection in a small letter "o." which showed in just half the duplicated tickets. The imperfection was either in the casting of the type, by which it was made nearly three tenthousandths of an inch longer than the rest, or else a particle of dust had raised the type in the form used by the counterfeiters. In all

Meantime the other roads had been going through the same experience. In each case the tickets were passed without question by all the handlers, including auditors, and not one was detected until the duplicate numbering appeared. Each of the roads promptly issued minute instructions to their conductors to take up all the counterfell tickets and entere payment of passage from persons holding them. Each conductor was furnished means to recognize the counterfells, and the first day the four roads named took up over 600 of them. The passengers were naturally indignant, but each was compelled to acknowledge he had bought the ticket of a Chicago scalper. Nine out of ten of the passengers who made written statements of the circumstances declared they had bought the tickets of a notorious ticket-scalper doing business on Clarkest. The rest were bought in various offices.

With the information thus obtained, the swindled roads engaged the services of a detective agency, and a large force was put on the work of running down the counterfeiters. The ends of justice would be perverted by publishing all the evidence they have obtained. It will be presented in due time to the Grand Jury. The roads are in deadly carnest in brinding the continging the roads are in deadly carnest in brinding the lived, will land the criminals in the pentitentiary for long terms.

There were allowed railway lanterns, and appeared to be in the best of humor. They talked freely and did not hesitate to express their disapproval to be in the best of humor. They talked freely and did not hesitate to express their disapproval to their unlighted railway lanterns, and appeared to be in the best of humor. They talked freely and did not hesitate to express their disapproval to the in the best of humor. They talked freely and did not hesitate to express their disapproval to the in the best of humor. They talked freely and did not hesitate to express their disapproval to the policemen.

There were allowed them he best of humor. They talked freely and did not hesitate to express their disapproval to the policemen.

There were allowed the policemen.

There were along the s appeared. Each of the roads promptly issued

on they took up the counterfeit tickets. On train there were eighty-three holders of the nierfeit tickets, and thirty-seven were com-ed to leave the train for non-payment of sage.

A CENTRAL AMERICAN MYSTERY.

SUSPICIOUS DEATH OF AN AMERICAN WHO WENT TO GUATEMALA AFILE A FUGILIVE. Natchez, Miss., Nov. 19.-Two years ago Mrs Susan Schwartz, widow of Christian Schwartz, gave Joseph Hahn, her brother-in-law, an order special deposit box, which was kept in their vaults. Hahn did not present the order at the time. It was undated. About two months ago Mrs. Schwarts determined upon a trip to Chicago. Two days before her departure Hahn presented the undated order upon Britton & Kocatz to deliver Mrs. Schwartz's strong box. Hahn got it and kept !! long enough to take everything of value

long enough to take everything of value and thea returned it to the bankers. Hahn converted the \$15,000 worth of securities into cash, and after Mrs. Schwartz's departure he took passage on a steamer at New-Orleans for Guatemala.

For a month there was no suspicion of what had taken place. Feeling secure in his retreat Hahn wrote a confession of his robbery to Frank A. Winchester, one of the atterneys for the town. About a month ago Mr. Winchester, employed by Mrs. Schwartz, started after Hahn. On Thursday news came that Mr. Winchester had died in Guatemala two weeks ago. Communication was opened with the American Consul at Guatemala, and it was learned that at the time of his death Winchester was in the same house with Hahn in an adjoining room, and that he died in great agony. Hahn is still in Guatemala.

KILLED BY A FALL FROM AN EXPRESS TRAIN New-Haven, Conn., Nov. 19 (Special).-Frederick W. Coddingly, of Paterson, N. J., was found lying in the railroad cut near the Grand-ave, bridge early this morning unconscious and badly injured. made to restore him to consciousness, but in vain his skull was fractured and that he had suctained his identity was learned and also the fact that he was the nephew of William Coddingly, of Paterson, who will arrive to-morrow and claim the body. The victim of the accident was about twenty-five years old. There is little doubt that he received his injuries by falling from the midnight Washington Express.

THINKS HE HAS GOT A TRAIN ROBBER

Mason City, Iowa, Nov. 19.-The man who is it custody of a marshal at Algona, Iowa, and who is thought to have some connection with the Kesler, Ind., Lake Shore train robbery, refuses to talk. The marshal is making a claim to the reward offered. The marshal says he has valuable papers, the contents of which he refuses to tell to any one.

Canton, Ohio, Nov. 19 .- At Starks Siding, two miles east of this city, tramps have been in the habit of boarding passenger trains when they stop for water and stealing valuables from sleeping passengers. Detective Stacey, of the Pennsylvania passengers. Company, has been at work on the case, and last company, has been at work on the case, and last evening saw four men board the train, and then heard stones going through the windows. Stacey caught one of the stone-throwers. Another hit him with a clinker, gashing his head. Stacey came to with a clinker, gashing his head. Stacey came to Canton, and, securing a squad of police, returned to the scene and surrounded the transps' camp fire by the side of the track. Twenty tramps were around the fire, and ran in all directions. They were ordered to balt, and failing to do so, the officers began shooting. The tramps returned the fire. One tramp, giving the name of Charles F. Kennedy, of Pittsburg, was shot in the thigh. Eleven others were arrested and brought to the Canton jail. An effort will be made to capture the rest of the gang.

ALL ITS MEN IN JERSEY CITY GO OUT.

CONDUCTORS, ENGINEERS, FIREMEN, SWITCH-MEN AND TRAINMEN STOP WORK-THE ROAD COMPLETELY "TIED UP"-NO DIS-ORDER-POLICEMEN IN THE YARDS

The strike of all train hands, which was ordered on the Lehigh Valley Railroad on Saturday night reached the New-Jersey Division of the road last evening, when the engineers, firemen, conductors, trainmen and switchmen They were accepted without refused to work. About 800 men struck at 6 o'clock, leaving their trains and engines standing in the five big yards of the New-Jersey Division at Perth Amboy, South Plainfield, Bound Brook, Phillipsburg and in Jersey City. The officials of the road scarcely believed that the strike would spread to the New-Jersey Division yesterday, and the sudden action of

the men was a great surprise, especially in damage to the business of the railroad. real seriousness of the strike cannot yet be estimated with any degree of certainty. The indications, however, point to an extension of the strike to the Jersey Central. In Jersey City the news that there was a general strike on the entire Lehigh Valley system was carefully guarded, but about 10 o'clock it became known, and there was considerable excitement when the people realized that they had a full-grown,

NO SHOW OF VIOLENCE.

The men quit work at 6 o'clock in a body and without any show of violence. There was nobody against whom they might direct violence, even had they been so inclined, for every one of them went away and left the big yards full of trains, both loaded and empty, and a or more locomotives. The night force of men, instead of going to work as usual at 6 o'clock, went to Masonic Hall, at Pacific-ave. About 250 men attended the meeting. All branches of the service were represented. There were switchmen, engineers, firemen, conductors

to all parts of Jersey City. In the mean time the railway officials had taken extraordinary precautions to prevent any

and trainmen. Passenger and freight employes

alike struck. At 9:30 o'clock the meeting broke

They sent to police headquarters and asked for a detail of policemen. In a short time there was a liberal sprinkling of policemen and about twenty-five private watchmen in the yards. There were also later in the evening thirty or forty strikers there. They carried

all along the division, and the railroad does not undertake to guarantee anything to shippers or passengers. An important feature of the stoppage of traffic is the fact that there are several heavily loaded livestock trains

somewhere on the road. They were due in Jersey City early yesterday morning. None of them have arrived yet. All the warehouses and buildings in the yards are guarded both by policemen and private watchmen. The strikers who were seen in the vards last night, while in good humor, did not express an over friendly feeling for their employers. In some strange manner a train was prevented leaving the yards a few minutes before the strike began, Coupling pins were pulled and the train still stands in the yards, Division Superintendent Donnelly left Jersey

City last night. Frank Rundio is the Jersey City superintendent, and he has charge of affairs there now.

A CAR OFF THE TRACK.

A freight car was thrown off the track at Henderson and Grand sis. It was reported that this was caused by a misplaced switch. This

The train which should have arrived in Jer sey City at 6:48 was reported at the Jersey Central train dispatcher's office in Jersey City as having started from Easton at 8:33. Tickets were sold for the train due to leave Jersey City at 9:12 until 8:30 o'clock. Travellers were then informed by the station master that he had received orders not to load any passengers

on the 9:12 o'clock Lehigh train. The sale of tickets at the Puliman office was stopped, and the agent refunded the money. The 9:12 o'clock train is the last night train scheduled to leave Jersey City on the new timetable which went into effect yesterday. next train following it should start at 7 a. m. A train went out at 6:12 o'clock on time. was said to be manned by new men. All the regular men in Jersey City are believed to be

and lighted, but there was no engine, because there were no engineers or firemen,

At the Lehigh freight office the officials clared that all trains were moving on time. second about 5 p. m. The first had fourteen cars and the second twelve cars.

The Leh-gh Valley system has no terminus of its own in Jersey City. It enters Jersey City over the tracks of the Central Railroad of New-Jersey, using them for a distance of eight and one-tenth miles from Jersey City. The junction at that place is called P Y Junction, those letters being the call for the telegraph office

It was said last night that the Jersey Central would attempt to handle the Lehigh Valley freight and passenger traffic during the strike. If this is done the strikers say there will be

A COAL BLOCKADE AT PERTH AMBOY.

Perth Amboy, N. J., Nov. 19.-The engineers, conductors and brakemen employed by the Lehigh Valley Railroad Company in this city went out on strike at 10 o'clock this morning. Employes who left the yards with their trains before the agreed upon to strike were allowed to make their round trip. At a meeting of 200 of the employes, held at Saenger Hall to-night, resolutions were passed by which the men agreed to stand by the agreement presented to the officials at Philadelphia in August. Thousands of coal cars are blocked in this city, and it is impossible to move them. Superintendent Donnelly, of the New-Jersey division, was in town this afterneen, but no information could be obtained from him. A large number of sailing ves-

COUNTERFEIT TICKETS USED. THE LEHIGH VALLEY STRIKE sels which are awaiting their cargoes will be tied up in this port or will be obliged to seek cargoes

STRIKING ALONG THE LINE. THE INTERRUPTION TO TRAFFIC GENERAL.

TRAINS STILL RUN ON THE BRANCHES IN THE

COAL REGIONS-SCENES AT WILKESBARRE AND OTHER POINTS.

Wilkesbarre, Penn., Nov. 19.-Thousands of men thronged the platform of the Lehigh Valley station all day to-day, and although nothing of an alarming nature occurred, the excitement was in tense. Every incoming train was awaited with interest, but they were few and far between. Only mail trains were allowed to run to-day, the mails being carried on all kinds of mixed trains. Very wheels are turning on the entire Wyoming division, and the people are beginning to realize that what may become one of the greatest labor struggles in years has been inaugurated. The offipower to provide for the running of through passenger trains to-morrow, although their success has been, to say the least, indifferent. Mr. Cosforeman of engineers, has been busily engaged trying to secure crews, but it is not known whether he succeeded to any great extent. He is the man who, in 1887, took his train out of Wilkes. barre, although surrounded by a mob numbering 2,000, who threatened to tear him from the cab and kill him if he touched the lever. With the quie but determined remark, "I'm going to take this train through to destination," he opened the throttle and dashed through the crowd, amid a shower of sticks and stones. It is expected that, if necessary he will take charge of one of the through passenger trains to-morrow.

At 3:20 o'clock this ofternoon it was reported that e mails were not delayed at any point, the men contenting themselves with stopping all other kinds of traffic. One engineer, who left here for Bernice with his train at 3:15, was approached by a committe of strikers at the Wilkesbarre station and asked to leave his engine. He replied that the order came too late, and that he would take his train through to the other end of the line before going out. This is the general rule all along the line. Crews who had not received the order to strike before taking out their train almost in-variably proceeded to the end of the run, in compliance with the law of 1877, which makes it a mis-demeanor to abandon a train on the road. The same act also provides for the punishment by fine and who refuses to handle the cars of a railroad whose men are on strike. This may lead to serious com-lications, for, if the strike continues, the Lehigh people will certainly offer their traffic to the ern and other roads, and the trainmen who belong the association will as certainly refuse to handle t. This will not only extend the trouble to other

but will lay the employes of these roads liable to prosecution in the courts. The New-York passenger train due here at 3:30 p. m. came in on time, with Train Dispatcher Wie daw as e. tineer, and a new crew. The train lay here an hour, during which time every effort was made to induce the men to leave it, but to no purpose. When engine No. 357 rolled into the depot to help the eastbound train up the mountain the

him. He embraced them tenderly and the wife wished him a safe journey. The scene was unusually touching. This engine had the old crew on board. They, too, said that they had received their quit orders too late and would finish the run before going off.
At all points north between Wilkesbarre and

Sayre the trainmen are out to a man, and not a wheel turns, with the exception of those noted above. It is expected that by to-morrow the road will be tied up from one end to the other. Four meetings of the different trainmen's organizations were held in this city to-day, but the

most secreey is maintained and the men absolutely refuse to divulge any of the proceedings. It is however, that the action of the grand officers in ordering the strike has been ratified and that the men have pledged themselve to fight it out to the end.

The railroad yards and the various sidetracks of the company in this city and at Coxton. Sugar Notch, Fairview and Port Bowkley are blocked admitted that there was no passenger traffle with several thousand cars of freight and coal. upon the "restoration" policy not only public in-There is no telling when any Superintendent Esser, who has been on duty for

the past twenty-four hours, with little or no sleep, was deeply pained at the action of some of the employes in refusing to work, especially those who were under obligations to him for great favors he had done for them in the past. At his office to-night six firemen and a number of unemployed men reported for work; their names were placed upon list and they will be informed if wanted.

A private telegram was received at the superin-tendent's office from Bethlehem to-night saying "The operators on the Lehigh and New-Jersey division are on duty to-day almost to a man; some of the firemen and brakemen are off, but things look to be in good shape. Passenger trains are

Watch at Sugar Notch, four miles from here, ports that a "tough" gang of men were seen by him at the Franklin switch, and fears are tained that they may leterfere with the switches during the night. He hoisted all the lamps in their proper places, after which he was chased away by the crowd, who threw stones at him.

At Coxton, ten miles from here, the switch lights were removed early this morning and thrown into the adjoining fields by persons as yet unknown to the company. It is reported here to-night that the Lehigh Val-

ley officials applied to Superintendent Maxwell, of the Central Railroad of New-Jersey, to handle some of their freight if necessary, and that Mr. Maxwell refused to do so. It is also said that a similar application had been made to Superintendent Hall-stead, of the Delaware, Lackawanna and Western Railroad, and that he also declined. The strikers claim that if this position is maintained by competing roads the strike will be settled within a

Pottsville, Penn., Nov. 12.-Up to 8 o'clock this evening Lehigh Valley Railroad employes on the coal branches say they have received no orders to strike, and trains are running thus far on regular schedule. A conference of employes will be held at Delano some time to-night when definite action will be taken as to the course to be pursued. Thus far but one operator in the main dispatcher's office at Delano falled to take charge of his key to-day. The feeling is that there will be no general tie-up in this coal region by Lebigh Valley men, but that fight will be left to the main line.

Auburn, N. Y., Nov. 19.-The mail trains on the Northern Central Division of the Lehigh Valley were run as usual to-day, but all other traffic wa Two freight trains went out during the day, the at a standstill. The company's yards in this city are deserted, and not a pound of freight was moved. Allentown, Penn., Nov. 19.-Only two men from this city-a telegraph operator and an engineer are engaged in the strike on the Lehigh Valley Railroad. Its employes here do not sympathize the strikers, and will give them no assistance. The general sentiment in Allentown is with the com-pany. Superintendent Wilbur passed through here and he expressed himself as pleased with

Easten, Penn., Nov. 19.-The strike on the Lehigh Valley drew crowds to the station here to-day, but the strikers were conspicuously absent. The the strikers were conspicuously absent. The officials have been able to secure the services of several engineers and a few firemen. The deficiency in the latter was made up by taking shop hands. The passenger trains have all been sent out, but mostly after long delays. A train of perishable freight was combined with a passenger train, and sent on to New-York. Another train with two engines, hauling live stock, perishable and general freight, was also sent out this afternoon. Local way trains are running. It is not probable that the company will be able to make as good a showing to-morrow when there are more trains to be run.

It was said to-night that the company expects to

It was said to-night that the company expects to run coal from the mines to-morrow. The strikers held a meeting this morning, and indorsed the Grievance Committee's action. Everything is quiet and orderly thus far.

Rochester, Nov., 19.—A dispatch to "The Herald" from Waverly, M. Y., says: "All trains and yard men on the Lehigh Valley Railroad went out last night, and all trains running into Sayre are stopped and side-tracked. Train No. 14, from Buffalo, due here at 12:45, was stopped. The mail car only was allowed to proceed. All is quiet about the yards,

PRICE THREE CENTS. WORRIED OVER HAWAIL

THE PRESIDENT TROUBLED AT MINISTER

WILLIS'S MON-ACTION. THAT BRILLIANT "COUP D'ETAT" INSTEAD OF BRINGING HIM FAME, IS BECOMING A SUB-

JECT OF RIDICULE-ABSURDITY OF THE

ADMINISTRATION'S POSITION-JA-PAN'S ATTITUDE.

[BY TELEGRAPH TO THE TRIBUNE.]

Washington, Nov. 19,-Twenty-four hours' reflection on the failure of the Australia to bring news of the successful execution of the Administration's programme of monarchical restoration in Hawaii tends to increase rather than lessen the discomfiture of President Cleveland and Secretary Gresham. Their vexation grows at Minister Willis's unlooked-for neglect to perform the "moral duty" of upsetting a friendly and independent republican government and restoring to power a debased and degraded monarchy, for they perceive that every hour of indecision and inaction will render doubly difficult the task of executing the "coun d'etat" planned for the benefit of the deposed Hawiian Queen. Minister Willis's unexplained hesitation, as the President sees, will give the needed time to the Provisional Government at Honolulu to fortify itself against any merely diplomatic pressure which may be brought to bear to displace its authority, while advices received from this country describing the almost uranimous protest of public opinion against the Administration's Royalist programme will confirm the moral courage of the Provisional Government to struggle with desperation against the successful execution of an alleged American policy which they feel is already heartily condemned by the vast majority of American

PRESIDENT DOLE NOT TO BE SCARED. With a Congress about to assemble which is apparently hostile to the Administration's project, and with popular sentiment setting more and more vigorously against the employment by this Government of armed force for so foolish a purpose as the restoration of & half-savage, half-burlesque Queen, President Dole and his associates, once informed of the true state of feeling in this country, are not likely to be driven to an abdication of power except by the most downright exercise of the military strength of the United States. ience and bloodshed are, in the condition of public feeling here, what the President and Secretary Gresham most fear, and their worry naturally increases as the chance of a pacific "coup d'etat" through "the snap" act of their representatives at Honolulu visibly diminishes.

But apart from this disquieting apprehension of difficulties ahead the President and his advisers see also in Minister Willis's failure to act the danger of a weakening of public confidence in the Administration's ability to carry out its policy amounting to illy concealed ridicule. It is said that the President was in no manner disconcerted at the public criticism directed from every quarter at his arbitrary assumption of power to upset the Hawaiian republic and restore the licentious Queen. He appeared to believe that this storm of protest might be allayed in time, after the public became better acquainted with the discoveries in Hawaii of "Paramount Authority" Blount. Yesterday's news that the situation remained unchanged in Hawaii despite his instructions for a machine revolution left the President not little uneasy, however, for he is understood to realize now that the failure of Minister Willis to execute his mandate to restore the Queen to "her own" with the complications likely to grow out of that failure promise to bring down dignation and protest, but popul

CLEVELAND AND GRESHAM IN CONSULTATION. The President and Secretary Gresham were in consultation at the White House last night for nearly two hours. Again this afternoon they met at the instance of the President It is understood that on both occasions the Hawalian question was the subject of earnest consideration, and the belief is now generally entertained that some statement will be given out officially by Secretary Gresham within the next few days, in the hope of affecting public sentiment to some extent. It is known that "Paramount" Blount's report to the President was yesterday given to the Public Printer to be set up, and it is supposed that the expected statement will consist of extracts from this report. Secretary Gresham has favored the idea of giving publicity to the report, and has repeatedly urged the President to take his view of the matter. So far the President has not consented to the Secretary's proposition. Owing to this fact, the opinion is growing that the 'reserved ammunition" of the Administration, of which much has been said by public officials with a knowing air, is not of such great importance to the President's side of the case as his friends have attempted to make out-

There is, indeed, grave doubt expressed in some quarters here whether Liliuokalani will be restored to power at all. In the judgment of some well-informed students of Hawaiian affairs this contingency appears to be a remote possibility. In the first place, the attitude of the existing Government is an obstacle of serious importance to the success of the proposition. There is no mistaking the fact that President Dole and his adherents are determined that actual hostilities. No end of mere persuasion will convince the new Government that it is unlawfully in power and should retire in favor of the ex-Queen. More than this, it now seems doubtful whether the Queen desires to be restored. It is said by those who are in a posttion to know that the Queen's fear of assassination in the event of her return to power is so strong as to have driven out of her mind all ambition for renewed authority. It was said to-day by a visitor to the Hawalian Legation, who has recently returned from Honolulu, that the Queen would personally prefer to have a generous pension assured her by the United States and remain in private life during the rest of her days. The speaker further said:

"Unless the United States will solemnly promise to keep permanently on shore a force of marines to guard her from bodily harm as well as to insure the stability of her government, I feel confident that Liliuokalani will not consent to her restoration. Her advisers, particularly her intimate friend Wilson, will oppose any wish she might have to resume power unless Uncle Sam's marines are kept constantly on watch as physical protectors."

The same view was expressed last winter by Minister Thurston, when asked what would become of the Queen if this Government rejected the proposition of annexation. Presumably Minister Thurston is of this opinion still.

John A. Kasson, who has served a term as Minister to Austria and afterward as one of the commissioners to negotiate the Samoan treaty, is one of this country's most intelligent students of all international questions. He has given close attention to the Hawaiian situation, and only a few days ago expressed his views of President Cleveland's policy with great vigor and terseness. In reply to further inquiries to-day by a Tribune correspondent